

# AMONG AUTOMOBILISTS OF THE WORLD

## ADVERTISING TRIP OF E. J. SIDNEY WITH SCHACHT CARS IS SUCCESS

**Finds Old Schacht Owned By David Lawrence Still Running After Five Years' Service—Sure of Cars and Will Undertake Demonstration Around Island**

That the Schacht car stands up and does the work year after year is evidenced by an old high-wheeled machine of this company which is now owned by David P. Lawrence at Kalaheo Quarantine Station and which today is giving entire satisfaction. The car mentioned, a cut of which appears on this page, was brought to Honolulu years ago by Schuman Carriage Company, and since that time has had several owners.

It was when the company were building automobiles along carriage lines that this machine was brought



to Honolulu, and although it has been in use longer than almost any car in this city it is still doing its work day after day.

Mr. Lawrence has owned the car for some time and he is well satisfied with its work.

"The reason that previous owners have sold the car was that they wanted something more pretentious," said Mr. Lawrence. "The machine goes as well today as when it was new and will do as hard work as ever."

"I am perfectly satisfied with the car and believe it will do me several years longer," is the way Dave Lawrence speaks of the old Schacht.

E. J. Sidney, local representative of the Schacht Company was glad to find this car several days ago as it was irrefutable evidence of the thoroughness of the Schacht construction and durability in motor vehicles as well as carriages.

"That old car can still go some," said Sidney after a visit to Kalaheo to look it over.

Mr. Sidney was so interested in the machine that he took several photographs of it which he will send back to the factory to show President Henry Schacht that there is one of the older cars out in the Pacific doing good work still.

"I am well satisfied with the interest which has been exhibited in the new cars I have brought to Hawaii," said Mr. Sidney in discussing the Schacht today.

"Several residents of Honolulu have come to me making inquiries after seeing the cuts of the car published in the Bulletin and I have given several demonstrations to prospective



The old and the new—old high-wheeled Schacht owned by David Lawrence and still running, and 1911 40-h. p. Schacht speedster, one of the cars brought to Honolulu by E. J. Sidney.

dealers here are in the habit of demonstrating their cars around such a course.

During the short time he has been here Mr. Sidney has aimed at a maximum of publicity as his trip is in the nature of an advertising rather than a selling trip, and he expresses himself as satisfied that the people of Honolulu know something of the car, as much as would be possible in the short time that he has been here.

Several good runs have been made by Mr. Sidney around the island with each of the cars, and trips into the country.

"It costs but a fraction more to run a forty horse-power car than it does to run a twenty or thirty," said Mr. Sidney in speaking of his cars, "and the additional power in a case of necessity more than balances this slight increase of cost of operation."

"With the forty a person can get there and back and can climb anything around Honolulu without ever shifting, the rear from the high and with no casing of the clutch.

"This is what has surprised many people who have ridden with me."

## ANTI-SKID TIRES ARE NECESSARY

**Michelin Tells How to Use Them in Most Economical Manner.**

In a recent interview J. Hauvette-Michelin, head of the big tire works at Milltown, New Jersey, stated that the greatest drawback to a more general use of anti-skid tires in this country has been the added cost, as the motorist already has a complete set of rubber-tread tires, which he does not want to discard. "As a matter of fact," continued Mr. Michelin, "four Anti-Skid tires are not necessary, only two being required to assure safe driving under all road conditions. One anti-skid should be fitted on one of the front wheels, and one on the opposite rear wheel. If the driver sits on the right side, then the best disposition of the anti-skid tires is one on the right front wheel and one on the left rear wheel, but if the car drives from the left side, like Ito cars and Fords, then the anti-skids should be fitted to the left front and right rear wheels. Of course the two rubber tread tires that are removed when the anti-skids are fitted may be kept for spares for the two wheels still carrying ordinary tires.

"The advantages of the tire equipment suggested, are, first, safety because the two anti-skids prevent accidents due to skidding when driving on wet or muddy or ice-covered roads, and second, the two rubber tread tires hold firmly on hard dry pavements. Then again the economy of the Michelin combination is apparent, only two anti-skids being required instead of four. Users of small or medium powered cars are now enabled to adopt anti-skids at a moderate investment. Of course drivers of heavy limousines and other high powered cars have always used them."

The Michelin Company, which produced the first successful anti-skid tires five years ago, makes a steel studded leather tread tire that is at once practically puncture-proof and non-skidding, besides being resilient, because the rubber side walls are not confined by the tough, though flexible leather tread. Using two of these tires, as suggested by Mr. Michelin, instead of four seems to solve the skidding problem in a satisfactory and economical manner.

## AUTO DOINGS IN LOCAL GARAGES

**All Report Business Good and Prospects for Season Looking Up.**

The von Hamm-Young Company reports unusual activity in all departments this week, reporting the sale of a 7-passenger Packard to Mr. I. L. Taylor; a Cadillac dem-tomness to Mr. F. W. Hardy of Maui; a Stevens-Duryea Model X to Mr. James Gibb, manager of Honolulu Plantation; a 4-cylinder Buick touring car to Mr. L. M. Ritchey; and a White Steamer to a prominent army man.

The Electrical Department of the von Hamm-Young Company is getting to be greatly patronized as electric cars are becoming more and more popular with the ladies of Honolulu owing to their quietness and ease of operation. Mrs. Macomb, the wife of General Macomb, brought with her to Honolulu a very handsome electric car, for which she finds a great deal of use.

One of the handsomest cars which have ever been brought to the islands is the beautiful 6-cylinder Lozier car of the Briarcliff type which was brought here on the "Sierra" by Mr. Fredricks, a San Francisco millionaire. Mr. Fredricks is to remain here until the next trip of the "Sierra" and has already done considerable touring through this island.

Information has been received by The von Hamm-Young Company that the next shipment of the ever-popular Cadillacs will be here inside of ten days now in stock.

day. Of this shipment nearly all the cars have been sold.

Mr. Joseph Little is finding his new Cadillac a great time-saver in his business, and is very much pleased with same.

The Hupmobile is fast demonstrating itself to be one of the handiest cars of the small type yet manufactured. Mrs. Robert Little of Honolulu purchased a Hupmobile touring car this week, which is a four-passenger model, similar to the car which Mr. Gaylord purchased last week.

At the Schuman garage the popular E. M. F. is going as strong as ever and many enquiries are made for the reliable machine. "Dicky" Davis is the proud possessor of an E. M. F. roadster and he swears by the car. To look at Davis' machine one would think that it was one of the highest priced cars. The finish is excellent and the fittings can not be beaten. "She runs like an aeroplane," remarked "Dicky" to an acquaintance yesterday.

On the Korea, due here on Monday next, there should be several cars for the Schuman garage. E. M. F. machines are expected and it is possible that a Locomobile may come along, too.

J. Porman purchased an E. M. F. touring car during the week and the machine is giving every satisfaction to its owner. Another touring car of the Ford make was sold to Theodore Bowman of this city. The auto is a five-seated one and is already doing good work around the town.

The Schuman garage is being greatly enlarged and in a week or so there will be ample room for a large number of machines. On the Ewa side of the old garage a new building is being erected and when it is completed the place will be as large and up to date as any in the city.

The Velle car is also handled by the Schuman people and they have a fine specimen of that type of machine now in stock.

## GLIDDEN AUTO TOUR TO START JUNE 19

NEW YORK, March 21.—The contest board of the American automobile association today fixed the date of the start of the 1911 national reliability tour, known as "The Glidden Reciprocity Tour," for June 19. The cars will start from Washington, D. C., and will finish at Ottawa, Ont., June 20.

One day will be devoted to a hill climbing contest, the performance of the cars to be a factor in determining the final awards.

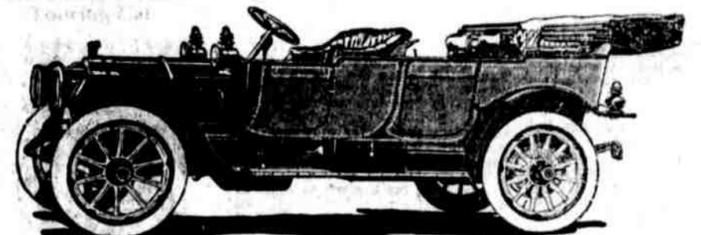
The approximate distance of the tour is 1090 miles.

## BLIND BOY SCOUTS

Four patrols of Blind Boy Scouts have been organized in the Kentucky Institution for the Education of the Blind in Louisville, Ky. Even the patrol leaders are blind, and the boys are so enthusiastic over the various activities planned for them that they are participating in other blind comrades in the organization. The names of the troops are Whip-poor-wills, the Roosters, the Owls, and the Builders. The persons interested in the work among the blind boys are Rear-Admiral J. C. Watson, chairman of the Louisville local scout council; George Selton, scout commissioner; and Clifford B. Martin of the institution for the blind. The blind boys are participating in various kinds of athletic, take trophies of football, and fifteen miles, and camp along the river. They have learned Indian songs and Boy Scout yells. The salute, however, has bothered the boys, because they can't see. Scout Master Martin suggests that as the boys give the salute they also use the word "How."

Martin reports that since the organization of these various patrols, the boys have been more cheerful and have been stimulated by the ideals of the organization. He says that the boys are striving to be more helpful to one another, and that they do their best about the institution much more cheerfully than formerly.

## 1911 Packard Thirty Touring Car



Ask the man who owns one



Packard Motor Car Company, Detroit  
Licensed under Selden Patent

The von Hamm-Young Co.,  
Local Distributors

## GOOD ROADS CAMPAIGN ON

**Chalmers 30 Used Over Worst Roads in United States Successfully.**

The "Times Dispatch" of Richmond, Va., has been conducting a good roads campaign in the Old Dominion. This campaign is now well under way and there is every prospect that Virginia will soon enjoy as good roads as any state in the union; but the task has been a long one and it is by no means completed at this time.

It was realized, of course, that the only way to get good roads throughout the state was to bring them up to the motor car standard. A Chalmers "30" was chosen as a scout car and, according to the "Times Dispatch," has done some good work in the road improvement service. The following is quoted from the Richmond "Times Dispatch":

"Some idea of the condition of the roads may be imagined when it is stated that the Chalmers '30' broke the record in a run from Louisa to Richmond over 29 miles in 3 hours and 22 minutes. This is one of the worst country roads in the United States. While acting as good roads car the same Chalmers '30' covered over 900 miles of worst roads in the state and

did so without one dollar of repair cost. It is an indication that our roads are being steadily improved when its own records in the good roads work."

A recent visitor at the Chalmers factory was George B. Isham of New Brunswick, N. J., who has just finished an 8000 mile trip through the west. Mr. Isham left New Brunswick, N. J., last July, driving his Chalmers "30" to Detroit and through Michigan, eventually going to Milwaukee and thence to Minneapolis. After a stay of a week or so in Minneapolis he made a trip through the Dakotas. In South Dakota he picked up a friend, also the driver of a Chalmers "30," and together they continued to El Paso, Tex., and thence north to Los Angeles. Mr. Isham spent the winter touring through California and is now on his way back to New Brunswick.

He has kept an accurate account of all of his expenses during the trip and says that the Chalmers "30" has averaged for the entire 8000 miles, 15 miles to the gallon of gasoline. Previous to starting this trip Mr. Isham had driven his car 2000 miles. He has not spent a cent for repairs on the car in the total of 10,000 miles.

Friday, June 20, has been decided upon as the date of the Harvard-Yale boat race at New London this year. Harvard preferred and hoped Yale would select June 29, but Yale took the next day. This means that the race will be rowed downstream and will start about 3 o'clock in the afternoon.

## CADILLAC ESTABLISHES NEW SHIPMENT RECORD

The end of the month of March found General Manager W. C. Leland, Sales Manager E. R. Benson and the department chiefs of the Cadillac Motor Car Company well pleased with the month's business.

"The Cadillac Company has had many good months," said Mr. Leland, "but the one just closed beats them all. During March our shipments totaled 1291 cars, which is a new record for us, being more than one hundred cars in excess of any previous month. The prices of the cars, including the equipment, average close to \$1900 each, making the month's business close to two and one-half million dollars. The best feature of all is that every car was shipped on a bona fide sale."

Unless something unforeseen happens Adolph Wolgast can rest contented on his lightweight throne. None of the present day candidates for the coveted crown have the class to beat him. They may talk all they please about Frankie Burns, Owea Moran, Knuckout Brown, One Round Moran and the rest of them, but the champion is "the class" of the bunch. He may not rank with the champions of other days, but nevertheless he is good enough to take all this bunch if given an even break over the long route.

Not all monumental prevaricators do business in the marble yards.